

and approximately £100,000 for the provision of airfield lighting and radio aids. It has been necessary to make special arrangements for housing staff in the Bristol area. The incidence of this expenditure is especially heavy in view of the relatively short period which will elapse before the maintenance base is moved to London Airport.

Regarding traffic, the principal variations contributing to the increase of over 6 million capacity ton miles were:

INCREASES			
	1946-47	1947-48	Increase
North Atlantic	7,565,000	12,273,000	4,708,000
U.K./Australia	7,334,000	11,124,000	3,790,000
U.K./Far East	1,847,000	5,280,000	3,433,000
U.K./India and Malaya	13,345,000	14,246,000	901,000
U.K./West Africa	3,005,000	3,912,000	907,000
U.K./East Africa	nil	818,000	818,000
U.K./South Africa	4,801,000	5,731,000	930,000
Charters	639,000	1,740,000	1,101,000
TOTAL			16,588,000

DECREASES			
	1946-47	1947-48	Decrease
Horseshoe Route	5,983,000	Nil	5,983,000
U.K./Middle East	7,191,000	5,924,000	1,267,000
Middle East (Local) ..	3,212,000	2,428,000	784,000
European Routes	2,207,000	Nil	2,207,000
TOTAL			10,241,000

Total load ton-miles on scheduled services increased by 11.7 per cent, passenger load ton-miles by 6.7 per cent, while largely due to the increased free baggage allowance on long-distance routes, excess luggage showed a decrease of 33.4 per cent. Passenger revenue amounted to 55.3 per cent of the total revenue and passenger ton-miles 66.5 per cent of the total load ton-miles. 101,901 passengers were carried during the year as compared with 97,603 for the previous year, but in 1946-47 32,325 were carried on services now operated by B.E.A.

Mail ton-miles increased by 20.1 per cent, and mail revenue amounted to £3,582,135, or 29.1 per cent of the total traffic receipts. Air freight load ton-miles increased by 56.9 per cent and air freight revenue from £553,824 to £687,539.

Towards the end of the fiscal year, due to competition, passenger logs disappeared on practically all routes. It became, therefore, increasingly difficult to dispose of seats reserved for the Priorities Board which were frequently returned at short notice. Revenue was thus adversely affected by an estimated amount of £122,000. Priority reservations have, however, been reduced during the year from 43 to 10 per cent outbound and 29 to 3 per cent inbound.

Co-operation with the British Air Charter Association had mutually satisfactory results. Flights sub-contracted to B.A.C. members by the Corporation resulted in their earning £435,840. 115 other charters to U.K. operators produced ad-

ditional revenue for them of £187,000. The handling of charter and other operators' aircraft along the Corporation routes resulted in a revenue of £285,809 applied to the accounts in reduction of station costs.

Multiplicity of types continued; in 1947 the fleet was 175 aircraft, including training types, the main operating fleet comprising 130 aircraft of nine different types. In March, 1948, the total strength was 148 aircraft, with an operating fleet of 126 of seven different types. With the exception of the Constellations, the majority of the fleet continued to be composed of obsolescent aircraft.

Capital commitments for aircraft and engines under construction include six Boeing Stratocruisers costing £2,549,892 and 25 Hermes IV and 25 D.H. Comet aircraft. The conversion costs of the Plymouth aircraft were £88,830. During the next two years the Corporation will withdraw six types of aircraft from service and replace them with new ones.

During the year two fatal accidents to aircraft on regular service caused the death of seven passengers and injury to nineteen. In addition, ten crew members were killed and eight injured. The Corporation's aircraft flew 296,900,000 passenger miles. The accident ratio was, therefore, less than one passenger fatality for 42,800,000 miles flown. This represents almost exactly twice as many passenger miles flown per fatality as was recorded by all international airlines together for the year 1947.

During the year, 302 conversion courses were completed, 463 aircrew—152 pilots, 109 navigators, 97 radio officers, and 105 engineer officers—received training, and 78 First Officers received Command Courses, 24 being up-graded from Co-pilot to Captain.

Reports on the Corporation's associates and subsidiary companies are contained in the annual report and statement of accounts. The companies concerned are: Aer Lingus Teoranta (share of loss £79,000); Malta Airways; Iraqi Airways; Eagle Airlines, Iran; Aden Airways; East African Airways Corporation; West African Airways Corporation; Orient Airways, Pakistan; Malayan Airways; Hong Kong Airways; Tasman Empire Airways, Ltd.; British Commonwealth Pacific Airlines; International Aeradio, Ltd.

The deficit for the year on Operating Account amounted to £6,503,166 compared with £7,258,190 for the previous year. The deficit on the operation of scheduled services amounted to £6,567,741 which was incurred by the Divisions as follows:

African and Middle East Division ..	£3,032,479
Eastern Division	2,889,657
Atlantic Division	645,605

TOTAL £6,567,741

A profit of £103,279 was made on non-scheduled services, which represent flights operated on charter to the public or to governments and regular services operated on a charter basis for certain associated companies.

(B.E.A. and B.S.A.A. reports will be published next week.)

TURBOJET SUPPLIED TO RUSSIA

A QUESTION was asked in the House last Monday afternoon, November 22nd, regarding the number of turbojets supplied to Russia. The Minister of Supply, Mr. George Strauss, said in reply that the Rolls-Royce company was given permission in September, 1946, to sell ten Nenes to Russia, and in March, 1947, to sell a further fifteen. None had been sold to Czechoslovakia or any other country which could be described as under Soviet influence, and no further sales were contemplated. In answer to a further question, it was stated that in all 55 such engines were supplied to the Soviet Union during 1947 and that one reason that no further sales were contemplated was that we had received no enquiries. Mr. Strauss added that none of these engines was on the secret list.

EAST AFRICA CONNECTIONS

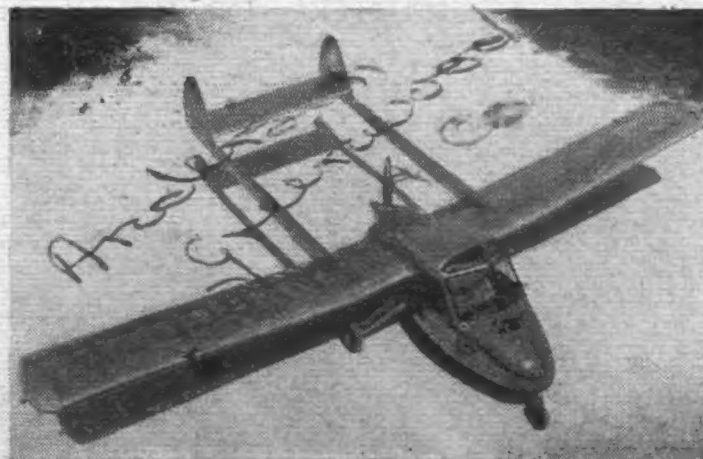
HUNTING AIR TRAVEL have announced that they have recently signed a contract to provide facilities for flying passengers between London and East Africa for the Overseas Food Corporation. Five Vikings of Hunting's fleet based at Bovingdon are used and flights have already begun. The normal East Africa terminal is Dar-es-Salaam or Lindi, 220 miles further south, and night stops are made at Malta and Khartoum. A regular flight starts from Bovingdon every Wednesday and from Dar-es-Salaam every Saturday morning, making a three-day schedule each way. Most of the passengers are wives and families of the Corporation's employees.

LIGHT PUSHER FROM TEXAS

A NEW name among American light aircraft manufacturers, Anderson Greenwood and Company, of Sam Houston Airport, Texas, have introduced a two-seater twin-boom pusher

design with, by report, some promising features. It is of all-metal construction and the wing is at shoulder level. The Continental C-90 flat four-engine is mounted in the top surface of the wing centre-section and cooling air is scooped from below the wing root at the leading edge.

Well-known advantages of this pusher-type layout are the car-easy entrance and exit; "protected" airscrew, spacious cockpit offering an excellent view, and low noise level. Baggage space is provided behind the seat, radio is built in and the nose wheel is steerable from the control wheel.



The Anderson Greenwood two-seater. *